

# THE SAILOR'S MAGAZINE.

Vol. 30.

JULY, 1858.

No. 11.

## CORRESPONDENCE.

### HONG KONG.

*Letter from Rev. J. C. Beecher, Chaplain.*

HONG KONG, Feb. 27, 1858.

I am laboring here under many and trying disadvantages, and yet, I feel an inward consciousness of increasing delight and fervency of prayer, which encourages me to hope that a brighter day is coming. Of this I am certain, that there can hardly be found in the world a wider field for an earnest, prayerful, warm hearted minister of the Gospel than is here opened, and I may safely add, *a more vacant field.*

There is little likelihood that Whampoa will become a place of much trade for a year or more yet. Those who know best shake their heads, and Chinese merchants shrug their shoulders ominously. Canton is taken—but five miles inland, there is no more British power than existed before. The mandarins and gentry are more bitter than ever, and are loud in threats—brave in every thing but action. 4,000 or 5,000 troops hold Canton. There are certainly 100,000 Chinese in and about the city, while it is well known that an army of 40,000 braves is collecting beyond the mountain a few miles distant. And yet, I suppose, the 4,000 British troops are as safe as though in their barracks at London—except from poison—for what can a half-starved rabble, whose only weapons are gongs and horns, do against Minie rifles and Colt's revolvers?

There have two ships gone up to Whampoa, however, and one of the docks is cleared out, so that small vessels can be taken in; but, as I said before, there is little likelihood of anything like an extended trade before the foreign ambassadors go to Pekin and arrange a new treaty.

As for my own labors, I am sure there will be full scope for them here, and when the immediate pressure is taken off, I think the station will be comparatively pleasant to myself, and not expensive to the Society. An acceptable seamen's chaplain I know can find his own support here.

I have had some encouragement during the last month, in visiting sailors on board ship and in what I call my "forecastle levees." I find more than usual welcome and am gradually becoming more at ease in such conversations. The fleet of merchantmen is very large still, though comparatively little is doing except in the emigrant line. Even the Coolie traffic has received a shock from the energetic action of some of our consuls, and the strong protest of minister Reed. Of course this lack of employment throws a great number of sailors ashore, and the scenes witnessed in the various boarding-houses are anything but encouraging.

Oh! it is dreadful to see where men live and how they live. It seems as if God had forgotten to be gracious, and that the devil had usurped his place.

My heart is sick and weary when I

see what combinations of intemperance and lust there are to drag down souls to destruction. The whole atmosphere is so foul that it seems as though the Gospel itself were defiled by coming into it.

In a subsequent letter, dated March 30, Mr. B. writes :

I have commenced again those Thursday evening social meetings which were so pleasant at Whampoa, and they are becoming well attended. So soon as the weather becomes settled we shall have a Sabbath evening service. A pleasing fact was noticed last Sabbath, viz., that of my congregation, some fifteen or twenty were lads from twelve to sixteen years of age. O if I can only gain the affection and confidence of these, so as to warn them effectually of the snares which beset them in this ungodly community, I shall indeed give thanks that my ministry is not in vain.

But enough of my personal matters. I have to notice a decided improvement in the affairs ashore. If you know any one who is acquainted in Hong Kong, he can tell you how universal and barefaced prostitution has been the characteristic of the place. I am happy to say, that after much squabbling and contention, an ordinance has been passed which excludes this vice from the prominent localities of the place, and confines it to a particular part of the town. The houses of ill-fame are all registered, and numbered in large figures, and licensed by the government. The highest number I have noticed is 115!! A goodly number you will say for a town whose whole foreign population is not over 800, and I doubt not it will sound strangely in your ears that such places should be licensed. But so horrible was the state of things before that even this I hail as the triumph of virtue. If my life is spared I hope still for a Sailor's Home, by and by, but the time is not yet.

Yours truly,

J. C. BEECHER.

Why was the first day of Adam's life the longest ever known? Because it had no Eve!

## SHANGHAI.

*Letter from A. L. Freeman, Esq.*

SHANGHAI, March 20, 1858.

\* \* \* \* The Shanghai Bethel is prospering. A man has been appointed in England to act as chaplain for the port, and will soon be on his way. He has been employed hitherto as a city missionary in London, and I hope will be just the man. We need a man very much who can give his whole time to the work. It is a large field, and every year increasing in size and means of usefulness.

We occasionally meet with pious sailors and captains here, who cheer us by their presence at the Bethel, and their rich experience of God's favor and love.

The missionaries in the place all take an active part in the services at the Bethel.

I rejoice to hear now and then that the cause is prospering in other lands, and that in our own country many of the sons of the ocean are flocking to the cross of Christ.

The work among the Chinese presents a more encouraging aspect than formerly. Hoping to write again soon, believe me,

Very truly,

A. L. FREEMAN.

## LAHAINA.

*Letter from Rev. S. E. Bishop, Chaplain*

LAHAINA, March 26th, 1858.

A larger fleet of whale ships than usual is visiting us this season. Many of them are just from home, with young crews, in fresh hearty health. Now and then, one is seen in whom a Cape Horn passage has developed the seeds of consumption, and who remains behind, perhaps to end his days among us.

It is pleasant to observe an increasing number of masters bringing their wives with them. Some of these ladies accompany their husbands upon their Northern cruise, while some tarry, meantime, on our sunny shores, rejoining their ships on their return. Evidence is continually presented of the benign and happy influence which the presence of these ladies exerts both upon their own ship's companies



and other ships. One of the ladies makes her home with us this season. One who spent a part of the last season with us, took board for the winter in Honolulu with one of her children, while her husband took the other, a little girl of two years with him to sea. He returned to this port early in February, to receive the unexpected intelligence of his wife's death a few days before. Greatly oppressed with grief, he left his little one with us, and went to provide for the other, while he should prosecute his voyage to the Ochotsk.

Visiting the hospital yesterday, I came upon a group playing cards, which they did not lay aside at my approach. Without making the fact a subject of remark, I conversed with others. They soon ceased their play, with an oath from one of the party. This young man came to my house an hour after, full of shame for his conduct, begging pardon for his wanton insult, having got up the game immediately on seeing me approach. I rejoiced over his repentance, striving to lead him to a true repentance towards God. I think the Lord herein turned evil into good, and foiled with his own weapons the demon who put the wicked thought in his heart. He might have become hardened by the sin, and forgotten it. He never can forget it now, nor our interview.

I have read with deep feeling Brother Sawtell's burning denunciations of the brutality practised on many of the Atlantic ships. None are truer friends to both master and servant than he who exposes such abuses. The arm of the law cannot reach them, especially in this remote Pacific. Nothing can repress them but the sternest reprobation of an enlightened Christian public sentiment, powerfully converged upon these crimes as they are exposed, and narrated for that purpose.

With this object, permit me to mention the following occurrences which took place upon a ship which visited this port some months ago, of which I had the best testimony. From the outset of the voyage, the captain and mate were in the habit of striking men at the wheel with the rope's end and with the fist. One who was the

most frequent victim of such abuse, was an inoffensive young German, who was so frequently struck on the head and elsewhere, as well as knocked down and kicked, that at length he became temporarily insane, and for a time subject to distressing and alarming fits. From that time he was let alone, and recovered, until his arrival here, when the mate again kicked him. He had a violent fit in consequence, and is still in the hospital, in feeble health. He has had a succession of the most violent and exhausting fits, and been repeatedly despaired of as to life.

The cook of this same ship, an old man, was done to death a year ago by a long course of horrible abuse, of which I will only detail the finale.—Last April, 23d, when in the Ochotsk sea, he complained of sickness again, but was compelled to go into the galley, though unable to do anything. The two following days he was unable to walk without support. The next day the Captain rope's-ended him. On Monday he could not come on deck. Having in a tub some unwashed clothes, he was compelled on Tuesday to appear, though he had to be helped out of the fore-castle. He was ordered to wash the clothes. Not having strength to scrub, he took off his shoes, and got into the tub to tread them. At length the other men seeing his misery, told him to go below, no matter for the captain, and not come up again. They carried him down. His hands and feet were torpid, and though they covered him with coats and old sails, they never were warm again. He died the next day.

On another ship which visited us a few weeks earlier, a sick man was struck by the captain with a heavy instrument, and his nose broken in. His death ensued two or three days after, just before the ship's arrival here. Two others were discharged into the hospital from the same ship, who had been the subjects of incessant barbarities from the captain during their illness. They never can speak of him without horror.

Extreme cases like these, I trust, are comparatively rare in the Pacific. But many ships are made, by the bru-

tality of their officers, floating hells, where all good impulses are crushed and extinguished in the volcanic flood of malignant passions.

At the same time, I would testify with joy to the noble character of a great number of our shipmasters who exercise their large and arbitrary power without abuse, and maintaining firmly their authority, seek the welfare of their men, and in return gain their respect, attachment, and good service. Inquire into the history of many poor voyages, and you will become convinced, that to be successful, your ship must be commanded by not only a good whaleman, but a good master.

S. E. BISHOP, *Chaplain.*

### NORWAY.

*Letter from Rev. F. L. Rymker, Chaplain.*

PORSGRUND, April 12, 1858.

Dear Brethren: I feel happy that the Lord again permits me the privilege of giving to you an account of His gracious dealings with me and poor sinners around me. The last three months have indeed been a happy time. The Lord has opened the way for me, so that I have been able to hold meetings four times each week and two on Sundays, in different places, which have been well attended, I think in average nearly 100; and I can confidently say that one-half of them were seamen or people connected with the sea. I have a good hope that a few of these have found the Lord to be precious to their souls.

Here in Porsgrund, two sailors that attended very regularly my meetings, have gone to sea to all appearance new men. Last Sunday I spoke with another young sailor too, who, on questioning him said, that some weeks ago he was struck with a knowledge of his sins, and sought and found grace in the Lord, in which he now rejoiced. He is soon to go to sea, having an old Christian shipmate with him, who some years ago was converted in America. Of such there are a few here, and from what I often hear from parents, brothers and sisters, there are a few also in America.

In Langerund, in January, I was called to visit a sick man, a pilot. He

was hardly able to speak, but I found that he set his hope alone in the Saviour of the world. I read His word to him, and prayed with and for him. I was glad to find his son a sailor and a very lively Christian, who for about half a year had gone under conviction of sin, which seems to have brought on bodily sickness, but now the burden was taken off, and he rejoiced in his Saviour.

Another very interesting young man, a son of a merchant here, who had sailed as mate on board one of his father's ships, I had the privilege to speak with, and I dare hope he is a new man in Christ.

The inhabitants of Langerund are, with a few exceptions, all mariners; fishermen, pilots or seamen. I am acquainted with two Christian men that are owners and captains of their vessels. In Brevig, are also many seamen. The first man I lodged with there was a sea captain. He is a very interesting man, and opens his house always, both for myself and other Christian laborers for the preaching of the word. He is a master also of his own vessel, and sails to Scotland. He and his wife have lately left the State Church and joined with the Free Church in Skien.

Here in Porsgrund, a captain of a large vessel, which now has gone out for two or three years, of very respectable connections, his brother a merchant and owner of several large vessels, in Skien, attended my meetings several times. Just before he left I gave him some tracts for the use of himself and his crew. He expressed himself very favorable to the cause of Christ, and those who have known him longer say that a great change has taken place in his conduct. His wife is a very amiable Christian woman.

Another case is also interesting. It is a young man, 23 years old, a relative of the man that lived in the house where I now live; the latter was a very wicked man to within a year before he died, in which time he showed clear proofs of a genuine conversion to God. At his funeral I had the privilege of conducting the religious services, and took occasion specially to show the power and blessing of



Christianity, pointing to the deceased as proof. At this service the young man mentioned was present, and a good impression seemed to be made on him, and he has several times since attended my meetings. Notwithstanding his youth, he has been master of a vessel for a year, sailing to Denmark in the summer, and in the winter teaching in a large and respectable institution (a navigation school.) He is now gone as passenger in a vessel to Quebec, and no doubt will visit the United States, as he is gone for self-improvement; I hope also for his soul's interest. There is also a pilot, who this winter has come to a lively hope in the Saviour. In Skien I have also made acquaintance with a sea captain, who, together with his mate, had left the State Church and united with the Free Church there. So you see that my stay here this winter has not been in vain. It is likely that I shall not have as good an opportunity in the summer time to labor among seamen as they are more away from

home; but, so far as circumstances permit, I shall rejoice to do what I can for this interesting class of neglected men.

To sum up;—I have, by the grace of God, in these last three months been able to preach the word 49 times, made 84 visits, distributed 4,400 pages of tracts, and traveled almost entirely on my wooden leg, 115 miles. I have had no books for sale or distribution, as what I can get here are but little better than lumber. But what I wish to have is the pure Word of God, which I soon hope to get from Christiana, with (also, I hope,) a converted man, who has been a steady listener to my preaching this winter. He has a little vessel of his own, and is expected every day to arrive from Christiana. O may the Lord give me grace to recommend this precious book both in word and deed.

I am by the grace of God,  
Yours in Christ,  
F. L. RYMKER.

## COMMUNICATIONS.

### A SAILOR'S MINISTRY ON SHIPBOARD.

[Mr. John Byrne, the author of the following letter, is the sailor whose autobiography was given in the Magazine for February, 1857. He was engaged in labors for seamen in this port as a Bible colporteur for several months following, but his health failing, by the advice of his physician he made a voyage to his native land, Ireland, where he spent the past winter. His efforts for the spiritual good of his countrymen there were abundant, of which we may give some account in a subsequent number. He has now returned to this country, with improved health, and proposes to resume his labors in this port.

We are constrained to call special attention to the admirable manner in

which Capt. S. of the Dreadnought seconded our friend in his attempt to do good on board his vessel. Such conduct is worthy of all commendation and imitation. May we have many more commanders like him.—  
ED.]

NEW YORK, May 17th, 1858.

Dear Mr. Warren: Having, through the tender mercies of my gracious God, been permitted to tread again the shores of my dear adopted land, I ask that you will kindly give the following sketch from my little journal while on my passage from England, a place in your valuable Magazine. I do so, I trust, with a single eye to the glory of that precious Saviour who found me a wanderer from his fold, and took me in while on the mighty ocean; and also to show to the friends of the mariner the good that may be done through the example of

commanders of ships that sail the mighty deep, especially emigrant ships, where from 600 to 700 souls are looking up to them for protection and comfort.

Having engaged a passage in the ship "Dreadnought," bound to this port, I came on board amid great confusion. While some were securing their baggage others were bathed in tears, taking a last farewell of loved ones whom they might meet no more on earth. As I sat on the quarter deck my heart was moved within me when I remembered that I was bound with these immortal souls to the judgment bar, and in the name of my blessed Master, who stood by me in many a sharp conflict on the ocean, I resolved that I would hoist my colors and nail them to the mast, and who knows, thought I, but some weary traveler with me o'er this pathless ocean, by my humble efforts, may be led to escape the shoals and quicksands, and steer his little bark for the port of safety.

After the passengers had secured their luggage and the excitement abated in a measure, I summoned up a resolution to speak in love to these poor souls. I expected harsh treatment from some, who openly and unblushingly blasphemed the Saviour's name in my presence, and I was not disappointed; but thanks to God, none of these things moved me.

On the second day out, it struck my mind to ask the captain's permission to hold a service on the Lord's day, on the quarter deck. Having noticed the kind manner in which he spoke to the crew and the passengers, I thought to myself, I shall ask the question, having committed the undertaking in prayer to my heavenly Father, that if it was for His glory He would incline his heart to grant my request. Finding the captain at leisure on the poop, I made known my intention, asking his sanction and approval. He paused for a moment and asked me if I was a minister. I replied, "No sir; but I am a Christian, and since God was pleased to convert my soul in a ship, I have been trying to point others to that Saviour I love, and who plucked me as a brand from the everlasting burnings." "Well

sir," he replied, "you have my sanction and I shall aid you by seeing that order is kept; you may appoint your hours, and I will order every thing ready on the quarter deck." Having appointed 10½ A. M. and 3 P. M., he wrote a notice to that effect, and had it placed in a conspicuous place where all hands might see it.

Sabbath morning came, calm and lovely, and with it the sweet promise, "Lo I am with you always." Half an hour before the time the ship's bell tolled to remind the passengers we were going to worship the God of the ocean. At that moment it was a precious thought to me that I had the prayers of my dear brethren, whom I left a few days before, and when they drew near to God, my unworthy name was breathed before him, and the sweet sympathy of my kind Advocate above. When I came on deck I found the seats on each side full, while many persons were sitting on the deck, and several standing. I opened my Hymn Book and gave out the following hymn:

"And can it be that I shall gain  
An interest in the Saviour's blood,  
Died He for me who caused Him pain,  
For me, who him to death pursued?  
Amazing love! how can it be  
That thou, my Lord, shouldst die for me?"

While giving out these beautiful lines my soul was filled with love and joy. I raised a tune to it, and to my great delight I found many that could sing the songs of Zion. Having sung our hymn through, I read the parable of the Prodigal Son, and after prayer, in which dear America was not forgotten, I felt much freedom in telling these precious souls we were all prodigals from our heavenly Father's home, and referred to my conversion on the sea. Many were deeply affected, and none more so than myself, feeling the sweet sense of that beautiful expression: "Son thou art ever with me, and all that I have is thine." Having sung two hymns more, I concluded with prayer, and I had the joy to shake hands with six or eight persons who loved the Savior.

You will perhaps ask, whether all conducted themselves as they should do during the service. Alas, no; the spirit of Antichrist is still alive. In



the rear of where I stood, some were laughing and trying to get others to do the same, and these I am sorry to have to say born in the same land that gave me birth; but the eye of our kind Captain S. was on them, who, when the service was ended, reproved them openly, and insisted that while any of God's servants was engaged in His worship they should be respected, if there was no regard for the truths of the Gospel itself; and requested they should remain aft if they did not know how to conduct themselves here. This warning had the desired effect, and afterwards, weather permitting, we had our worship twice every Sabbath, aided by a few Christian friends with whom I often took sweet counsel together. And now I had to look to the Lord with my many infirmities, lest I should bring an evil report on His cause that I love, and watched by the world's malignant eye, I often felt the power of the words of my dearest Lord, "Ye are as a city set on a hill."

I had a precious time on board, and can never forget the kindness of Capt. S., who invited me to family worship daily during our passage, and to his table every Sabbath; also his dear lady, who was on board, and well the passengers knew it, as her sympathies were extended to the sick and the children.

And here I am in New York, after a pleasant passage of 29 days. The Lord has brought us all in safety to our desired haven, and thankful for the kind manner in which our worthy captain treated us, it is our prayer that his valuable life may be long spared, and after all his toils on the ocean, he may reach at last that port of glory above, where all the ship's company meet who sail with their Master below.

I landed on the wharf at 5 P.M., and taking my farewell of my acquaintances, made for the "Home," and in two hours afterwards was in my own company, praising God, and singing my favorite hymn,

"We'll stand the storm, it won't be long,  
We'll anchor bye and bye."

I forgot to say I was furnished with a good supply of precious books and tracts by Rev. Mr. Bucks, Sailor's

Minister, at Liverpool, which I distributed; also, Testaments and tracts on board, supplied by Mr. Pierson, at New York. Hoping I have not wearied you with my long letter,

I remain, yours, &c.

J. B.

A sailor's friend.

For the Sailor's Magazine.

## REMINISCENCES OF SAILORS.

### THE "PRETTY BETSEY."

Jack from a three years' cruise, with four or five hundred dollars in the locker, is an uneasy fish from the moment the purser's receipt is signed, and he has his check on the Bank.—I am thinking now of one "Jack Thompson;" and, as he told me it was only a purser's name, and gave me his real one I may as well call him as he was known to his shipmates. His real name I need not write, but will only say he is not now ashamed of it; but is, by a godly life and well ordered conversation, testifying to the world that God's sovereign grace can save the chief of sinners.

Jack Thompson came to the Sailor's Home from a man-of-war in 1838 and was four weeks on shore without tasting liquor. During that time, he was turning in his mind what he should do in the future without being obliged to go again to sea; as nineteen years sea service, he thought was quite enough, never having risen higher than a petty officer on board a man-of-war during his hard cruises for his clever Uncle Sam.

Many a project Jack had in his head and always made them known to the superintendent of the Home who found them generally impracticable and persuaded Jack not to attempt them; always advising him to put his \$500 in the Seamen's Savings Bank and keep adding to it from his future earnings. His answer was he wanted nothing to do with banks for the whole lot of them had broke!

One day Jack, without consulting the superintendent, had closed a bargain for a snug little craft, as he called it, and was going into the business of purchasing any thing he could buy to freight his little craft for Albany, and make his fortune at once.

He ships another man-of-war's-man as chief mate, sailor and cook; while Captain Jack loads his boat with water-melons, oranges, oysters and clams, and sets sail in the "Pretty Betsey," of about 5 tons burthen, for Albany, intending to touch along shore and trade with the natives as best he could. Unfortunately for Jack, his chief mate Ben was fond of a drop, and as evil communications always corrupt good morals, and Ben could not think of drinking alone, they had scarcely got under weigh before he induced his Captain to take a sip with him, as onward they sailed bound north with a smacking southerly breeze.

Too many potations soon overcame the mate, and, alas, the Captain was but little better.

Wildly they steered the "Pretty Betsey" making as crooked a wake as either of them would have made on terra firma. As on shore, a man steering wild may often come into collision with another, even in broad day light, so also our navigators found that the beautiful North River had banks over which no boats would sail, the land not being her element. So the "Pretty Betsey" was run on shore before she had proceeded twenty miles on her voyage, and the concussion of the boat upon the land startled the mate at the helm who sung out to the Captain in vain to let go the haulyards and take in sail, for they had brought up somewhere and it might be Albany for all he knew; at all events it appeared to be the end of the river.—After making a great noise and tumbling overboard twice, Ben was somewhat sobered, and with the aid of the Captain whose sleep had also benefited him, they handled the mainsail and jib, "man-of-war fashion" and got a fast on shore. It was now past sun down and taking a good nip, as Ben said, to keep out the cold, he handed the bottle to his Captain who drank of course only to keep Ben company, because he having kept inboard was dry and therefore not in the same danger of a cold as Ben was who had been half an hour floundering up to his arm pits alongside of the boat. However, after getting all snug, the Captain and mate took a watch below for the rest of the night leaving the

"Pretty Betsey" and her cargo to take care of themselves. Unfortunately for the voyagers they had made their boat fast near a little village and their operations were closely observed by some of the village boys who had not long to wait before they could safely approach the boat and help themselves to oranges and watermelons without molestation from these sailors without a "harbor watch."—Soon the boys returned in a skiff, having been joined by others in the village who had tasted the flavor of the first visit to Captain Jack's boat, and without molestation they made a hole in the cargo of the "Pretty Betsey."

Our heroes awoke after the sun was well up and quickly discovered their loss, sallying forth when too late in quest of the intruders. They searched in vain, for every man and boy they met seemed to sympathize deeply with them, *guessing* that some passing craft had piratically boarded them in the night and hinted that if they got the boat immediately under way and started in pursuit, they might possibly overhaul the thieves and recover their property.

Captain Jack concluded it was good advice and made all sail up the river with still a fair wind, for the pirates. Towards night they discovered Newburgh, but had not caught the rogues who rifled the cargo—these Jack *now thinks* he left at the little village where he moored the Pretty Betsey the night before.

At Newburgh he sold largely—kept a better watch that night—and the next day found him at Poughkeepsie where he wound up his sales, counted his money and found he had received about \$40 less than his cargo cost him.

Very naturally concluding that a few such voyages would leave him without capital, he ballasted his craft and returned to New York resolving to have nothing more to do with fresh water navigation as long as he lived.

He discharged Ben—sold the Pretty Betsey to the same person of whom he bought her for half what he had given for her, and took to his cups to drown his sorrow, as he said, and forget the mortification of having had any thing to do with fresh water navigation.

After his money was gone (and his



cruise on shore ended at this point), he came back to the Home with no money but much more wisdom than he had ten days before when he left for Albany in the "Pretty Betsey."

Jack has been to Canton and to California as well as to South America several voyages since that day, but never to Albany. He has often said he would go a hundred miles out of his way to get round that place. He never has seen it, and if he keeps his eye sight, never wishes to. Three years after this attempt he returned to the Home again and needed but little urging to visit the Seamen's Savings' Bank, in which institution he still has unbounded confidence. Jack is now a sober steady man working as a boss stevedore, has a little family and is doing well—what is better than all, he "feareth God and worketh righteousness."

How many Jack Thompsons still turn up from every long voyage? Restless as the ocean which they leave, they seek new ventures and most of them end as did the cruise of the *Pretty Betsey* in 1838. But a better day has already dawned upon the future of the tempest-tost sons of the ocean, and the Gospel of the Grace of God is transforming them into better men in every sense of the word.

The improvident are by its power made provident men, the cabin as well as the forecabin is feeling this renewing influence, and the promise is sure as the power that gave it is almighty to bring about the result, in his own good time through instrumentalities of his own selecting.

R. G.

[For the Sailor's Magazine.]

### BULKHEADS IN SHIPS.

The introduction of bulkheads into our ships originated in the hope of increasing their safety. They promote this object not only in their office of dividing the ship into compartments, but they also furnish strength too—a model the best adapted for speed and burden.

From time immemorial, in all the changes that have been made in the models of ships, the width only has been untouched, (and until the adop-

tion of the bulkheads,) for the best of reasons, for no important increase in breadth of beam could be had without weakening the ship.

The true idea of a model of a ship, is that she should be very shallow and of great breadth—so that having but little hold of the water, she may attain great speed; for of the two elements, air and water, the latter being the most dense, a ship should have as little to do with it as possible. It is not only more difficult to divide the water as you go below from the surface, but a ship having a great draft of water, receives the weight of the sea striking in increasing ratio to her depth in the sea, while the shallow vessel recedes from the sea as it approaches.

By the introduction of bulkheads, you can obtain any desirable strength. The lower hold of large steamers, should have several lateral and cross-bulkheads firmly fitted into the frame of the vessel, and together with the keel, keelson and floor timbers, they will add immensely to the strength of the "back-bone." A portion of the lower bulkheads should be extended to the upper deck, so that the hold of the ship may, according to her size, be divided into two, four, or more watertight compartments.

The upper decks of all vessels should be as low as is consistent with the comfort of passengers and crew; and so far as is possible made round or oval in their sides and decks, so as to occasion the least resistance to the wind. Why should not our ships be calculated in their upper works to divide the wind, as the hull is constructed to divide the water? Wind that cannot be used for propelling, is not only a serious hindrance, but is often a serious damage,—witness the case of the ill-fated *Atlantic* on Long Island Sound a few years since, and also the sea steamers *San Francisco* and *Central America*.

Pumps worked either by steam or hand-power, (as in fire engines) should be provided for each compartment, as a matter of prudence.

It is obvious to many minds, that the paddle-wheel must give place to the enlarged propeller, first, for the greater security from damage to itself and to the ship; and secondly, in act-

ing on the water below the surface, every turn of the screw urges the ship onward, a space equal to its diameter, while the paddle-wheel operating on the surface, uselessly expends a portion of power in throwing a part of the water back.

When ship-owners universally will construct such ships as above described, it is believed we shall hear no more of ocean disasters—for with such ships it would be almost impossible to meet such reverses as would prove fatal to life.

There is no more need of a steamship being broken up and lost, than there is of a building falling from its own weight. Ships so constructed will pass over the water with such celerity, as greatly to surpass any that have yet been navigated.

Surely our ship-owners will see to it, that their ships skim over, rather than plough the ocean, and thereby save from one-third to one-half the time now employed.

Respectfully,

NAUTILUS.

[For the Sailor's Magazine.]

#### BOOKS FOR SEAMEN.

PHILADELPHIA, April 27, 1858.

BRO. WARREN:—

Will you please to acknowledge in the Magazine, the reception of twenty copies of the "Roby Family," as a donation from Messrs. Carter & Brothers, of your city, for distribution among seamen.

I deem this public acknowledgment of the generosity of these friends of seamen due them, although I have no doubt they would suppress the publication if they were aware of it. This is not the first or second gift I have received from them for this purpose, of very appropriate books. And by the way, I would like your readers to know that this excellent Publishing House have a large number of very delightful books for the men and boys of the ocean, and also very many, if read by landsmen, which are well calculated to give them better, and far more enlarged opinions of those who go down to the sea.

I would recommend a few—not a tithe even: Captains, Vicars and Ham-

mond—English Hands and Hearts—Great Journey—Stray Arrows—Roby Family—Giant Killer—Memories of Gennesaret—Lessons from the Great Biography, &c., &c.; also the Charming Sailor's Companion, lately published by the P. B. P., can be obtained there—a book which takes admirably, and is in great demand in this port.

I deem it one of my chief luxuries, that I have the privilege of sending down upon the sea yearly 2000 or 3000 volumes of good books. The results already gained, encourage me to go on, and to pray on,

Your's in Christ,

J. B. RIPLEY, *Chaplain.*

For the Sailor's Magazine.

#### "LOST, AND FOUND."

Something like twenty years since, in one of the villages of old Connecticut, there was a burial—a husband and father, stricken down in the vigor of his manhood, was carried to his resting-place in the quiet church-yard, and there left to the dreamless sleep which knows no waking, till that day when the dead, small and great, shall stand before God. The widow and her fatherless ones went back to their desolated home, to begin a new life, the daily contention with the stern realities of poverty and bereavement. It is no light thing for a lonely woman to provide for the varied and ever-increasing wants of a young family, and the mother was constrained to do what many another mother has done with tears and heart-ache. She "found places" for such of her children as were old enough to be useful, in the families of that vicinity, and so the home was broken up, and the household band scattered. One of these children—a boy—was placed with a respectable farmer.

We are not writing a romance, but the truthful, touching history of a sailor's life, and cannot draw upon the imagination or record fictitious woes. Any one who knows the sensitive heart of childhood will readily conceive of the sorrowful experiences of a child thus early cast upon the "wide-world,"—of the days of earnest yearnings after *mother and home*, and the nights succeeding those days,



when the little lonely pillow would be wet with childish tears.

We do not know the circumstances under which the boy left this sheltering roof, but he was *yet a boy* when he struck out a new path for himself. Finding his unaided way to the nearest sea-port, he secured a berth on board ship, and began the career of a sailor. Years passed—the boy was a man—voyage succeeded voyage, sailing sometimes from one port and sometimes from another, and becoming accustomed to this roving life, the wanderer soon lost sight of his family, and knew not whether to number his relations with the dead or the living.

The man had now passed the meridian of life—no longer the ruddy country lad—no longer the enthusiastic youth eager for adventure, but the experienced, thoughtful man, sobered by long conflict with life's realities, and still *alone* in the world. With more of life behind him than before him, he looks back, and the old childish longing for his mother revives in his heart. The probability is, that, that mother has laid down beside the long-buried father, but if she be still living, how is he to find her? He knows that she left his native town, and he knows nothing more. He has enlisted too, on board a U. S. ship, and expects every day to sail on a three years' voyage. It seems a hopeless attempt this, of a son to find a long-lost mother. He applies to the chaplain of the ship for counsel. The chaplain's sympathies are immediately engaged, and he proposes a plan which *may* prove successful. Writing a little narrative of the case, he forwards it to the Baptist newspaper, published at Hartford, hoping (as the mother was a member of that denomination) it might meet her eye, or that of some person who knew her.

A week of anxious expectation, and a letter brought the joyful tidings that the mother lived, in a comfortable old age, though believing her son to have gone before her to the spirit-land. Another letter soon followed the first. The writer of the second letter was a little child when last seen, but a staid matron now, and writing with all the affectionateness of a good sister.

We have before us the letter dictated by the son and brother, in reply to these letters. The first break in the silence of seventeen years. We should pity the one who could read it with dry eyes:

He says: "Dear mother, although we have not seen each other for years, still there is hardly a day but what I think of you and recollect you, as a kind and good mother."

Noble tribute to a mother's worth, from a son who has been knocking about the world, encountering hardships and temptations through so much of a life-time. Many waters have not quenched the filial flame in his honest heart, and the sweet word *mother* has still music in it to ears long accustomed to the sound of warring elements and the harsh tone of command.

With all the unselfishness of the genuine tar, his first movement was to propose the sharing of his modest *pay* with the "dear mother." He could not go to that mother—there were too many obstacles in the way of his release from the ship, but he would divide his *all* with her, and he would go "*straight home*" on his return from this cruise. He closes the letter in which he promises this with the earnest request—"Write in haste, dear mother."

And this is a part of the life's story of one of that great class who "go down to the sea, in ships." Unknown, comparatively uncared for, exiled from all they love; sometimes favored by fortune, and sometimes exposed to severest peril and keenest want, the majority of them die as they have lived and find a grave only in the depths of the "deep blue sea."

That a sailor's life is not always and of necessity hardening in its influence, this case is proof. This sailor is described as a man of fine personal appearance, frank and fearless, with no stamp of an immoral life upon him, but uncultivated, as one would expect to find a person whose history had been such as his.

It is sad to think that he cannot even write with his own hand, the sentiments which his heart dictates.

And now, is there nothing in this "unvarnished tale" to excite the sym-

paties of those who read it for the class to which this man belongs. Is there a christian mother who, as she kisses her darlings "good night" will refuse, or forget, to breathe a prayer in behalf of this mother and her recovered son, that they may yet meet, *this* side the grave, and that the strong manly arm may be the aged parent's support through the remaining years of her earthly pilgrimage.

God grant it, and more. May this wanderer find not only a mother, but a pitying *Father*, one who has never yet forgotten him, who waits to receive him.

In that Father's "House of many mansions," may mother and son, at last, sit down together.

"God moves in a mysterious way  
His wonders to perform,  
He plants his footsteps in the sea  
And rides upon the storm.

\* \* \* \* \*

His purposes will ripen fast  
Unfolding every hour,  
The *bud* may have a bitter taste  
But sweet will be the *flower*."

Dot.

Plainfield, N. J., May, 1858.

[For the Sailor's Magazine.]

In the life of Capt. M. M. Hammond, there is this passage in one of his letters: "You may imagine also how much I miss Mrs. ———, (a passenger who left them at Malta.) To her I could speak of *home*." Primarily, this meant that they could talk of their earthly home, one with the other. But it also meant that they could talk of the heavenly home, which is eternal. And thus they did often charm away the passing hours.

The above passage suggested to me some profitable reflections for Christians.

1. That there is not enough of heaven in our religion. We do not enough realize that we are strangers and pilgrims, and therefore talk encouragingly to one another about the end. Just listen to the conversation of Christians, how little it partakes of the spirit of children at school, waiting for vacation that they may go home! We seem to forget that if we are children of God,

we are but in the lower story of the same house. "But Christ as a Son over his own house; whose house are we,"—this is the present, and what is above? Why our "house not made with hands, eternal in the heavens?"

2. It suggested to me the pitiable condition of the unconverted, poor, homeless creatures.

We feel sad for the children of a drunkard or a vixen woman, because their dwelling place is not a home. They can never sing

"Home, sweet, sweet home."

But how much sadder we should feel for those who cannot look up, and say,

"There I shall bathe my weary soul  
In seas of heavenly rest;  
And not a wave of trouble roll  
Across my peaceful breast."

*No home in the skies!*

PRACTICAL APPLICATION.

Let us remember the sailor—the large mass of whom have *no* home here, and no hope of one hereafter. Let us pity them, and go after them, and strive in person to win them to the ETERNAL HOME.

J. B. R.

[For the Sailor's Magazine.]

### SAILOR'S HOMES.

There are at this time more than three hundred houses for seamen in this city, of entirely an opposite character to the Home, and its less than thirty aids in the great moral reform for which so many are laboring and hoping to be yet achieved among seamen. Ten to one yet exerting the most deleterious influence upon the habits and morals of these men. We have among us at this time six regularly organized churches for seamen. Four of these are located on the east side of the city, and two on the west side.

Now whence come the hearers of the word to these churches? Many of them indeed come from these houses of death, and alas! too many return thither again, to drown every serious thought in the cup of dissipation, so quickly tendered them by their tempters in these abodes of sin.

And whence come the "doers of the word?"

They are only found (without a



single exception,) at the Sailor's Homes and Temperance Boarding-houses, having escaped these houses altogether; or if now and then, one from them is truly converted, he flees from them, and enters them no more, except it may be, constrained by the love of Christ, he encounters the storm of abuse he is sure to meet from the keeper of the den, as he goes thither to persuade his shipmates to come out from them and attend the prayer-meeting, or hear the Gospel which has been effectual to his own salvation. It needs no argument, I am persuaded, to demonstrate the necessity of an increase of these houses until our city is studded with them, and the sailors of this port have a place of refuge from the dens of infamy and sin.

If twenty more were established today, and judiciously located, their influence would be felt by the churches already prepared for them, and their pastors would preach the Gospel to attentive and largely increased hearers. These must increase and the others decrease, as the work advances. Then will our seamen become men respected in their profession, and the advance system, so pernicious to them, will be the more easily abandoned.—So powerful is the influence of these would-be-defenders of Jack's rights at this time, that they absolutely chain our ships to the docks, when they refuse to pay advance to their men, as they call them, and as they are in reality, being bound by the fetters of sin, and held in so firm a grasp as to obey their oppressors in all they require—going when and where they direct.

If the promise given by the Prophet Isaiah will be fulfilled, (and no Christian can doubt the word of the living God,) then means so far as man's instrumentality is concerned, must be put forth to aid in the accomplishment of his great purpose, guided by that wisdom which he giveth to them that ask and upbraideth not.

Now it does seem clear that if the Gospel of the grace of God is made efficient in the recovery of lost souls, seamen must be placed in such houses as your own noble Sailor's Home! These are the forerunners—the pre-

parers of the way; and without them the most untiring and devoted labors among seamen, are as water spilt upon the ground, which can not be gathered again.

All past experience teaches us this. Nearly all that has been done thus far in this port, has been effected through this instrumentality, connected with the Temperance movement, so intimately connected, and leading men to become the inmates of these houses. Every house opened for seamen on religious and temperance principles, will undoubtedly meet the approbation of every good man, nor can they in any sense be considered as in opposition to the Sailor's Home. And I am sure the American Seamen's Friend Society will continue to hail with joy such acquisitions to the moral force arrayed against the sins which destroy souls.

R. G.

#### SAILOR MISSIONARIES.

"Landsmen, now, I suppose." Not exactly; hear the story. Two of them, one converted some time since at the Bethel Ship, and one from the Sailor's Snug Harbor, (a member of the Church in the ship,) could not rest, but must go home, as they said a few months since to the pastor. They started, arrived safely in Sweden, and went to work earnestly to pour out of their loving hearts the burning story of the cross. The fire kindled, for no law exists in Sweden to prevent the "scattering fire" of that sort, after such a manner; and no "law of the land" can prevent its kindling. Kindle it does, and runs from heart to heart. The sailors write back to the pastor that they have blessed times. So we now say to the Church, Be in readiness, for who, if God so ordain it, shall forbid that we say to these men, Go forward, forgetting your ships and your father's house. Go! and tell to your ardent, active, longing countrymen

"What you have felt and seen;  
And publish to the sons of men  
The signs infallible!"—*Ch. Advocate.*

What is the difference between a ship and a hen? The hen lays *one* egg, and the ship *lays* to.

[Part of the Annual Report omitted in last number.]

## INDEPENDENT SOCIETIES.

In addition to the work of this Society and its Auxiliaries, it has been customary to record briefly the operations of other similar societies, so far as to give a general view of the cause for the year. We subjoin a notice of those among them from whom a report has been received.

### SALEM.

REV. MICHAEL CARLTON.

*(No Report has been received.)*

### BOSTON SEAMEN'S AID SOCIETY.

N. HAMILTON, *Superintendent of Mariner's Home.*

At this excellent House, there have been 1,786 boarders during the year, making in all about 11,000 since the present Superintendent took charge of the house, six years ago. It is a neat, well ventilated, model Home for seamen, and its influence together with that of the Sailor's Home in Purchase Street, under the excellent management of Mr. Chany, has done much in elevating the character of sailor boarding-houses generally.

During the year, covered by the last Report \$214 78 cts. have been given to the sick and destitute in board and clothing.

### BOSTON PORT SOCIETY.

REV. E. T. TAYLOR, *Chaplain.*

Father Taylor is still at his post. His ministry continues to be largely attended—his congregations averaging about 500, of whom 300 are estimated to be seamen. An interesting daily prayer meeting has been held at his Bethel in North Square, to which multitudes have flocked, and many it is hoped, have become Christians.

During the year, ending June 1857, 3,012 vessels visited the port of Boston, containing 25,077 men.

### BOSTON BAPTIST BETHEL SOCIETY.

REV. PHINEAS STOWE, *Chaplain.*

At this Bethel there is a congregation of about 300, of whom about one half are seamen. During the last winter one whole crew came forward and made a profession of religion, and united with the Bethel Church. At sea, the "Star of Hope," "gleamed on the billow," and Christ was revealed there to the "wanderers weary."

A legacy of \$1,000 has been received for the erection of a Bethel, and the ladies of the Bethel Society are hoping ere long to see a substantial edifice completed.

### MARINE MISSION AT LARGE.

Captain Sullivan has continued his labors in connection with this mission a part of the year. He is now laid aside by sickness, but will resume his useful labors if health permits.

### FREE CHURCH OF ST. MARY, RICHMOND STREET.

REV. JOHN P. ROBINSON, *Rector.*

In his interesting "Thirteenth Annual Report," Mr. R. gives the following as among the statistics of the year:—



Baptized, . . . . .	19,	2 sailors.
Confirmed, . . . . .	8,	7 sailors, and the wife of an officer.
Marriages, . . . . .	8,	
Funerals, . . . . .	30,	23 sailors.
Present number of communicants, 87.		
Receipts for the year, besides clothing, &c., . . . . .		\$1,271 78
Bibles and Testaments distributed, . . . . .		1,180 00
Prayer Books, . . . . .		600 00
Other religious books, . . . . .		750 00
Tracts, &c., "without count."		

Three of the persons confirmed were the captain and two seamen of the same vessel,—one was the son of a clergyman, a prodigal from his father's house, here first brought back to Christ. The captain has made his ship a Bethel, and has regular religious services on board daily.

#### EPISCOPAL MISSION TO SAILORS, 293 COMMERCIAL STREET.

REV. JOHN IRWIN, *Chaplain*.

Services are held at this mission in a large Hall, capable of containing some 200 people. The attendance though not numerous, is respectable, a good proportion of whom are seamen. Several cases of seriousness among them are reported, and some conversions in the Chelsea Marine Hospital, in connection with the labors both of Mr. Irwin and Mr. Robinson.

#### NEW BEDFORD PORT SOCIETY.

REV. MOSES HOWE, *Chaplain*.

MR. ——— ILSLEY, *Superintendent of Sailor's Home*.

Our meetings at the Bethel, says Mr. H., are better attended and more interesting this Spring, than they were last year, and more is doing for seamen now, than has ever been done for them in this place before.

The Mariner's Home has been well patronized, and is expected to pay more than its current expenses.

Mrs. E. Phipps is engaged in efforts for seamen at this port, of a very interesting character.

We copy from the Annual Report of the N. B. P. Society :—

"1,500 seamen have received from her hands 800 Bibles and Testaments, in nine different languages, 36,000 tracts, papers, and pamphlets, besides about a thousand volumes, consisting in part of prayer and hymn books, elementary readers and arithmetics. In addition to these, she has expended for the benefit of the sailor the sum of 232 dollars. On one occasion the number of sailors in her school was upwards of seventy. Not less than 400 different seamen enjoyed the benefits of sabbath-school instruction during the past season, from the months of June to November, inclusive ; and for this time the estimated aggregate is about 1,200 men. To her many sailors have repeated their *letters* for the first time.

In this benevolent enterprise, she has been ably assisted by the chaplain and a few devoted teachers. "Many prayers," says her record, "have been coupled with these earnest, faithful labors, that the God of heaven would lead the sailor into the path of virtue ; and some, we trust, have by these instrumentalities been induced to enter that 'narrow way' that leads to life eternal."

'I have yet,' she says in another place, "to receive the first cent from a sailor, for

I have labored neither for the praise nor the reward of men. To the New Bedford Bible Society, to Mr. Kemp of the American Tract Society, to Rev. S. W. Hanks, of the Boston Seamen's Friend Society, and to Mrs. Abbe of Boston, I am indebted more than to all others for the means of carrying on this work." Other kind friends, however, have not been backward in lending her their aid. From one gentleman of this city she received a gift of 440 hymn-books; and several of the church societies have contributed donations in her behalf.

These efforts, however, have not been confined to the sabbath school. Accompanied by a friend, she has been accustomed to visit the sloops and schooners at our wharves on Sabbath mornings, distributing on board these, and to the sailors she casually met tracts and pamphlets. More than 400 seamen have received from her, at her own house, bundles of reading matter to take to sea. "In many instances," says her report, "I endeavored to lead them to strive for the highest honors of their profession. To aid in this, I have distributed about 75 arithmetics, as a knowledge of arithmetical principles must be acquired before navigation can be understood."

The beautiful flag which floats from the Bethel every Sabbath morning, conveying by telegraphic signal the tidings of salvation unto many, is the work of her hands, aided by Mr. Sampson, a converted sailor, and her assistant lady teachers.

Such is a very brief and imperfect summary of her labors. We think it a remarkable illustration of the happy results of persistent effort, concentrated and directed into a noble channel. It would be difficult to estimate the full effect of such disinterested labors, given "without money and without price;" the reward of such is from above. The same self-sacrificing spirit which but yesterday lighted as with an angelic presence the Crimean hospitals, sheds a radiance as pure, in the humbler sphere of a charity like ours. If anything will command the involuntary homage of the roughest sailor, it must be a devoted benevolence like this; if anything will arouse his dormant self-respect, it must be the knowledge that such as these take an interest in his welfare."

## NEW YORK.

### 1. EPISCOPAL MISSIONARY SOCIETY FOR SEAMEN.

Rev. B. C. C. PARKER, *Floating Bethel, E. River.*

Rev. J. M. WAITE, *do. do. N. River.*

Rev. E. F. REMINGTON, *Missionary at large.*

J. MARRETT, *Superintendent New Sailors Home.*

The three clergymen laboring under the care of this Society report during the year an aggregate of 96 baptisms, 30 confirmations, 24 marriages, 30 funerals, 2,300 vols. of religious books, 1,122 copies of the Scriptures, 802 Prayer Books, and 175,000 pages of Tracts distributed.

The "New Sailor's Home" has had the past year 1,005 boarders, of whom 43 received charitable aid.

The expenses of the year were \$9,747 54, and the receipts have been sufficient to meet them. The work of the Society has been prosecuted with vigor, and much good is accomplished in behalf of the Sailor.

### 2. METHODIST CHAPELS.

Rev. O. G. HEDSTROM, *Pastor, Swedish Bethel Mission, N. R.*

Rev. S. V. N. NEWMAN, *Assistant Pastor, do. do.*

Rev. J. S. INSKIP, *Cherry street Chapel.*

The Swedish Bethel at Pier No. 11 N. R., is under the direction of the Missionary Society of the M. E. Church. Its pastors report that they have an average attend-



ance on public worship of over 300, about one-half of whom are sailors. The year has been one of much spiritual prosperity, and some 50 souls have hopefully been added to the Lord.

Pastor Hedstrom says that there is not now one-quarter of the intemperance prevailing among Scandinavian seamen that formerly was, while there is even a greater ratio of increase in their habits of frugality. More than half of the whole number have now investments in the Seamen's Savings Bank, or in some other form of property.

Forty-one missionaries have been raised up in connection with this Bethel, who are now laboring partly in this and partly in the father-land.

The chapel in Cherry street, under the ministry of Rev. Mr. Corbitt, (now succeeded by Mr. Inskip,) has been greatly blessed. One hundred and fifty converts are reported, all, except six, adults, while thirty were above forty years of age. About one-third of the number were seafaring men.

### 3. BAPTIST MARINER'S SOCIETY.

REV. IRA R. STEWARD, *Pastor*.

Meetings have been held at the Chapel, 234 Cherry street, almost daily since the early part of winter, and a revival of remarkable power and extent has been enjoyed. A report published in April, says :

"Already 109 converts have been baptized, (among them one Jew,) and about 40 more have been converted, some of whom have gone to sea without the opportunity of baptism, some have gone to other churches, and others are waiting baptism. For thirteen Sabbath evenings in succession, baptisms have been administered; the converts, many of them seamen, representing some twenty different nations. The pastor, Rev. Ira R. Steward, himself a sea captain for some fourteen years, has preached 124 sermons during the period, with great acceptance and power. Many instances of the striking effect of preaching have occurred. One hardened sailor, who had just come in from a voyage in which he was shipwrecked and left in mid ocean with nothing but a plank between him and eternity, without any thought of his soul, on hearing but a part of a sermon was so convicted as to have no rest till he found the Savior. The congregation has increased to about 500. Of the Sabbath school, originally numbering 50 pupils, 32 have been hopefully converted, 21 have united with the church, and the number of pupils has nearly doubled. Prayer-meetings have been held from 11 to 12 A.M., and will be continued for weeks to come."

### 4. MARINER'S FAMILY INDUSTRIAL SOCIETY.

MRS. C. W. HAWKINS, *1st Directress*.

This Society aids the destitute families of seamen by furnishing them employment. Eighty families have been thus supplied regularly through the year. A lady missionary has labored among the poor. The "Mariner's House," under the auspices of this Society has had 358 boarders, of whom 43 signed the temperance pledge, and about twenty have given evidence of conversion. They support the "Mariner's Family Asylum," on Staten Island, for the aged female relatives of seamen, and publish the Sea Bird, a small monthly periodical devoted to the improvement of sailors and their families.

### 5. SOCIETY FOR THE RELIEF OF DESTITUTE CHILDREN OF SEAMEN.

MRS. W. A. TOMLINSON, *1st Directress*.

This institution maintains a "Home" for the children on Staten Island, where more than 100 are properly cared for. It is an excellent charity, costing some \$6,000 per annum.

### 6. SEAMEN'S SAVINGS BANK.

Notwithstanding the pecuniary difficulties of the year this institution has received

on deposit over a quarter of a million of dollars from seamen in this period. The whole amount of their earnings now in the institution is about two and a half millions of dollars.

The Marine Temperance Society, the New York City Bible and Tract Societies, and other similar charities have pursued their work during the year in the usual manner and with ordinary success.

#### BROOKLYN.

Rev. E. O. BATES, *William street Bethel, Atlantic Dock.*

Rev. WILLIAM BURNETT, *Bethel 39 Main street.*

We have received no report from the William street Bethel.

Mr. Burnett has shared largely in the blessing of God's Spirit on his labors, both in his Bethel, and on board the Receiving Ship North Carolina. He has sustained regular weekly temperance meetings without an exception for 16 years past, and 20,000 names are enrolled on the pledge.

#### PHILADELPHIA.

##### 1. EASTBURN MARINER'S CHURCH.—Rev. J. B. RIFLEY, *Pastor.*

This church is supported by endowment of "Father Eastburn," one of the earliest preachers to seamen in this country, whose "works do follow him." The congregation is large, numbering usually some 400, of whom about one-sixth are seamen. The church (Presbyterian) embraces 140 members, about one-fourth of whom are seamen. Mr. R. writes, "Our church is gradually increasing in numbers and favor in the community. More sailors than ever attend, and more interest is apparent among them. I trust there have been some recent conversions."

Systematic efforts are made to supply seamen with books and tracts, from which good results are often witnessed. Many seamen in port attend the Sabbath School.

##### 2. METHODIST MARINER'S BETHEL.—Rev. V. GRAY, *Chaplain.*

A large congregation attend here, a considerable portion of whom are seamen. 20,000 pages of tracts were put in circulation among them during the year. The church is self-sustaining—its receipts the last year, \$1,896 63.

##### 3. PHILADELPHIA SABBATH ASSOCIATION.

JOHN A. BROWN, Esq., *President.*

Rev. JEREMIAH MILLER, *Cor. Sec.*

##### *Missionaries:*

Delaware Division and Lehigh Canals,	- - -	Rev. WILLIAM HANCE.
North and West Branch Canals,	- - - - -	Rev. SEPTIMUS BACON.
Susquehanna and Juniata Canals,	- - - - -	Mr. A. O. FORBES.
Pennsylvania Canal, (from Columbia to Harrisburgh,)		Mr. J. Y. COWHICK.
Delaware and Chesapeake Canal,	- - - - -	Rev. WM. M. JAMES.
Schuylkill Canal,	- - - - -	Mr. OWEN REIDY.

The sphere of this Association is principally to labor for the boatmen, locktenders, and drivers employed upon the canals of the State. Six missionaries have been thus employed during the year, whose efforts have been attended with cheering results. "If," says the Report, "we have the clear evidence of marked improvement in the character and habits of individuals, if the profane oath is seldom heard, and gambling, quarreling and drunkenness are rarely witnessed, if they have been brought to listen with respectful attention to the truths of the Gospel, and are returned to their winter homes with supplies of tracts and Testaments, better husbands, better sons,



better brothers and better citizens, and more disposed to profit by the means of grace—this alone would be worth much more than all the expenditure of money and toil which our efforts cost. All this we have; and much more than this, we have the evidence, so far as human eyes can read the heart, that every year some at least, while yet amid these scenes of exposure and temptation, have become the subjects of the converting grace of God. In no previous year have so many of the boatmen been apparently led to embrace the Savior as their portion and their hope."

The receipts of the Association for the year were \$3,761 85, expenditures \$2,873 36.

## BALTIMORE.

### 1. SEAMEN'S UNION BETHEL.

Rev. G. H. DAY, *Chaplain.*

EDWARD KIRBY, *Supt. of Sailor's Home.*

Mr. D. reports his average congregation to be 300 to 400, of whom from 70 to 80 are seamen. During the year 160 persons have been hopefully converted, 60 of whom were sailors; and the work is still in progress. The Bethel Church embraces 100 members, "all under the banner of union, knowing no distinction or sectarianism." 95,000 pages of tracts, and 100 Bibles and Testaments have been distributed. The Bethel is sustained by voluntary contributions.

The Home is "doing well."

### 2. SAILOR'S CITY BETHEL.

Rev. W. H. LANEY, *Chaplain.*

The number of members of this church is 225, of whom there are "at least two-thirds sailors, and sailor's wives and widows." About 50 conversions among seamen occurred during the year. Average congregation 350, of whom nearly one half are sailors. "Our Bethel cause is progressing,—much good is being accomplished, and more interest is being manifested in the community generally for the sailor.

The Bethel is sustained by collections in the congregation, and donations of individuals, and of the Methodist churches in the city. Receipts, about \$1,000 per annum.

## ALEXANDRIA.

Mr. SYLVESTER SCOTT.

From a very interesting letter of Mr. S., we learn that the Young Men's Christian Association sustain services for seamen and boatmen at that place, in pleasant weather in the open air, at other times in the "Corn Exchange," which will accommodate an audience of 100. The services are conducted by the pastors of the city in turn. The Sabbath School, numbering from 60 to 80, "is composed of boys and girls picked up from the alleys and wharves."

## RICHMOND.

A Bethel church formerly existed below the city, which has been relinquished, and a new church built upon "the Hill." Seamen are invited to worship with the congregation in that church.

"There has been improvement in the attendance on these services; many have become more respectable and upright citizens. One or two I trust converted."

## NORFOLK—WILMINGTON.

No information respecting the cause in these ports has been received.

## CHARLESTON.

Rev. WM. B. YATES, *Chaplain.*

Mrs. MARY WHITE, *Supt. Sailor's Home.*

The Charleston Port Society is one of the most efficient of our institutions for seamen. From its Annual Report it appears that the attendance at the Bethel has been

larger than for many years previous. Six seamen give evidence of conversion, and a large number have left under deep conviction. "Some of these have been permitted to return, and tell what a dear Savior they have found at sea."

Many Bibles and Testaments, and 60,000 pages of tracts have been distributed.

The Marine Total Abstinence Society has held weekly meetings since its organization, and "*since 1842, has never had a meeting without obtaining from one to sixty signatures!*" The number of names now on its books is 70,000.

The Home, under the excellent management of Mrs. White, has been prosperous; although, as elsewhere, owing to the depression of business, the number of boarders has been less than usual, amounting to 478 for the year.

#### MARINE SCHOOLS.

An enterprise has been commenced in Charleston and Baltimore, for the establishment of Floating Marine Schools, to educate boys for the profession of sailors. The project was suggested by Mr. Yates many years ago, and has been strongly commended by several eminent men most familiar with marine affairs. Dr. Sawtell, of Havre, in a recent letter, with great eloquence and ability urges this as promising the most effective remedy for the degradation and abuses now tolerated in the service.

The following is an extract from the first annual report of the Floating School at Baltimore:

BALTIMORE, ———.

*Gentlemen:—*In submitting to you the first annual report of the Floating School, allow me to express the pleasure it gives in being able to present one so truly favorable. This useful adjunct to our excellent system of education, has now been practically tested; the hopes which it elicited from its projectors have thus far been realized; its efficiency has now been made thoroughly apparent. The happy experience of a few months past gives ample evidence of what may be anticipated in the future. From the small number of *eight pupils*, with which the school was organized on the 14th of Sept. last, it has speedily increased, until in the short space of a little more than three months, there have been enrolled forty-nine scholars.

The few facts which have now been presented to your consideration, will, it is trusted, tend to the establishment of the fact, that the Floating School of Baltimore is not to be regarded as a failure. May we indulge the earnest hope, that the day is not far distant, when by its operations, the world-wide fame of the Baltimore Clippers shall be counterbalanced by the superior intelligence and seamanship of the gallant souls who shall man them."

(Signed)

ROBERT KERR.

A Committee of the Charleston Port Society, appointed last year to consider this subject, have reported in favor of a similar institution at that port. In a recent letter of Mr. Y. we learn that the undertaking is to be commenced. "Our worthy President," he writes, "R. Yeaton, Editor of the Courier, has started the list with \$500, and I hope soon to report as many thousands. The thing takes well with us."

SYDNEY, N. S. W.

Rev. L. E. THRELKELD, *Chaplain*.

A Bethel Union of much interest exists in this distant port. From its 12th annual report it appears that a new and large Mariner's Church is in progress of erection there, at a cost of about £6,000. It was expected to be completed early in the present year. The chaplain has performed a very laborious service in ministering to seamen, and with some cheering results. The number of British and foreign vessels visiting the port in 1857 was 814, with crews amounting to 16,435 men. There is also a Floating Chapel at Melbourne, and an institution has been established for its support called the "Victoria Bethel Union."



## NEW-YORK, JULY, 1858.

### DEATH OF ANSON G. PHELPS.

The cause of seamen mourns in common with other similar charities the death of this eminent merchant and philanthropist. He was a member of our Board of Trustees, and attended one of its regular meetings only one week before his decease.

In reference to this event, the Board have unanimously adopted the following resolutions.

*"Whereas*, it has pleased the Almighty, in his inscrutable providence to take to his rest our highly respected and beloved friend and associate ANSON G. PHELPS ;—

*Resolved*, that this Board unite with our various benevolent institutions, in tendering to the family circle, and especially to the widow and venerable mother of the deceased, their sincere condolence in their deep affliction, with their sincere prayer that the Divine Comforter may be their stay and support.

*Resolved*, as the sense of this Board, that the community at large, the church of Jesus Christ, and the friends of the sailor especially, have reason to bow themselves in profound humiliation under this sudden and afflictive visitation, which but for an overruling gracious Providence, must prove an irreparable calamity.

*Resolved*, that we regard the example of our departed friend as worthy of all imitation ; whether we look to his devoted piety, his commercial probity and enterprize, his benevolence, or the faithful consecration of his wealth, his talents and influence to the cause of our Redeemer, and the best interests of mankind.

*Resolved*, that these resolutions be entered on the minutes of the Board ;

and that a copy be sent to the widow and mother of the deceased, and that they be published in the *Sailor's Magazine*."

### LETTER FROM REV. A. MC GLASHAN,

DISTRICT SECRETARY.

GALVESTON, April 30th, 1858.

*Secretaries Am. S. F. Society.*

*Dear Brethren:* After a delightful voyage from New Orleans, on the noble steamship Texas, we arrived in this port early in the morning. It was a clear sweet morning. We landed just as the king of day was lifting his glorious head upon the undulating waters, and was flinging his golden beams over the city of Galveston. The clean broad streets, the neat white houses, and the deep green shade trees waving their exuberant foliage in the breeze, presented a charming sight.

The city is regularly laid out, the streets running at right angles, answering nearly to the cardinal points. The squares are large, and have an alley running east and west through the middle of them. The grounds around the dwellings are ample, often occupying the fourth and sometimes the half of a square, and mostly well adorned with shade trees, among which the poplar, the locust, the willow and the China tree are common. And among the evergreens, the oleander and the orange tree are favorites. The banana and fig tree are not wanting, and room is found for a vegetable garden, roses and a host of beautiful flowers.

We drove up to the "Island City Hotel," said to be the most agreeable hotel in the State.

The city of Galveston is situated on the east end of the Island of Galveston. This island is about two miles wide and thirty miles long, stretching westerly in nearly a straight line. It is washed on the south by the Gulf of Mexico, and is separated from the main land on the north by a bay, averaging from four to six miles in width. The city contains nine thousand inhabitants. They are an energetic and hospitable people, among which are many noble looking men and beautiful, happy and cultivated women. There is every appearance of thrift. There are a number of large brick stores with beautiful iron fronts, and a number more are now being built. I took a ramble to the south part of the city, and on my way I found a pretty little lake, sweeping around among some beautiful residences. It was rippling in the breezes which are almost constantly fanning this island, and casting its tiny waves on its sandy shores, as if in imitation of its mother, the Gulf, from which it receives its supplies at high tide.

On reaching the south side of the island, I was delighted to find such an ample beach. It is said to be one of the finest in the world. It is nearly as solid as a pavement, and as clean and smooth as a parlor floor, and wide enough for twenty carriages to drive abreast. I am told that it extends the whole length of the island, and so damp that there is not a particle of sand or dust to annoy these islanders in their many drives in the cool of the evening. By moonlight it is perfectly charming. They say that the young people whisper many sweet things to each other while driving by moonlight over this Eden of courtship. Galveston contains several good churches and a college, and a convent in the suburbs of the city.

We received a cordial welcome from the Rev. Daniel McNair. His large heart has a warm side for the sailor. His father was once a seafaring man, and while reciting his adventures when upon the "mighty main," his young son had listened with rapture, and had learned to love the sailor. I presented the seamen's cause in his church in the morning, and in the Methodist church at night. On Monday the citizens met to take the preliminary steps to form a Port Society, auxiliary to the American Seamen's Friend Society. At a meeting held last night, at the Mayor's office, the organization was completed. James Sorley, Esq., a Scotchman, and a thrifty and successful cotton merchant, was elected President, and J. S. Beers, Esq., Secretary of the Society.

Nearly \$400 was subscribed as members of the Port Society, to establish a Sailor's Home. The merchants will soon be called on for subscriptions. It is said that one house will give a thousand dollars. May the Lord speed the good work. To day I leave for Houston, from which place you may hear from me again.

Very fraternally,

ALEXANDER MCGLASHAN.

*Southern Sec. Am. S. F. Soc.*

P. S.—The land-sharks have crept into this city. I saw two poor tars who had been slain by their "strong ones." They were lying near one of their dens dead drunk. A Home is greatly needed here. About 4,000 sailors visit this port annually. Galveston will soon be of great commercial importance. Her exports last year amounted to five millions, and she will probably double this every five years, and the number of seamen will greatly increase.

A. McG



## PENNSYLVANIA SEAMEN'S FRIEND SOCIETY

*Letter from Rev. Geo. Hughes, District Secretary.*

## A NOBLE PROPOSITION.

The much esteemed and noble hearted President of our Society, Thos. Wattson, Esq., who takes the liveliest interest in our good cause, and indeed in every excellent Christian enterprize, has proposed to be one of 100 subscribers to our treasury, of \$50 each annually. Geo. H. Stuart, Esq., who is at work day and night, in the work of elevating and redeeming humanity, has given us his name and influence in carrying out this proposition. We hope that as times improve we shall meet with other generous responses, and be able to accomplish it.

## A DELIGHTFUL VISIT TO BUCKS CO. PA.

I was permitted recently to visit the Reformed Dutch Church at Northampton. I was greeted with true Christian hospitality, by Rev. A. O. Halsey, who has been pastor of the church for thirty years. He has a heart to sympathise with every noble Christian enterprise, and extends a warm hand to brothers who visit him on missions of benevolence; and he has a people who are ready to respond to calls for benevolent action. The church is enjoying prosperity. The moral force of the church in the surrounding country is seen in the fact that *nine* sabbath schools are in successful operation in different neighborhoods. The Sabbath spent at Northampton will be long remembered.

## REMEMBERED AT A DISTANCE.

Rev. Mr. Bachtell, a Christian pastor in the interior of the State, recently wrote me asking for documents, &c., bidding me God speed, and promising an early remittance. Such tokens of regard are refreshing. Let other pastors imitate the example.

## OUR SAILOR'S HOME IMPROVED.

Our Home, which had become quite dingy in appearance, has recently been painted and otherwise greatly improved. Some new furniture has been added, and it now looks very comfortable and attractive. Friends of our cause have made us some donations in this connection, which are serviceable. Sharples & Brothers, one of dry goods, and Thomas Cooper, Esq., a very fine lot of brushes, &c., amounting to \$20. Our enterprising Superintendent, Thomas McGuire, and his excellent wife, are doing all in their power to render the house a *home* indeed for the weary mariner. The improvements made are attributable mainly to our energetic *House Committee*. Two captains are on the committee who have been accustomed to clean decks and pleasant cabins, and they said the house must be set in order.

GEO. HUGHES, *Cor. Sec.*

*Phila., June 12, 1858.*

## "THE HAND OF GOD IN HISTORY."

Though late in this notice, we hail the second volume under the above title, from the pen of Rev. Hollis Read. There is something more in the book than a mere relation of dry historical facts, with chronological dates. There is true philosophy in such an exhibition of history as to show the working of one mighty mind through historical facts, to the accomplishment of one great and wise, and benevolent purpose.

History is God's illustration of evil in humanity, in its tendencies and results, and an unfolding too of His remedy, His plan of eradicating evil, in the extension and establishment of Christianity, and the reign of righteousness and peace.

In this view, history is but another

revelation of God and His dealings with humanity; yet it is not another. Much of the Bible is history, illustrating laws and principles; a revelation of God acting. The historian who does not see God in history,—in all its scattered parts, with one *design* unfolding Christianity, as ushering in the golden age, the millennium of earth, sees the events of history with owl's eyes, he describes them as they appear in the dark.

We have been interested in this as in the previous volume of this work. We commend it to the lovers of history. It falls in our line to commend highly the chapter on commerce, and its influences in the extension of Christianity, and that on the wonderful distribution of commercial resources as bearing on the future history of this country. The volume is published by H. C. Robins & Co., Hartford, Connecticut.

#### THE NEW YORK PULPIT IN THE REVIVAL OF 1858.

##### *A Memorial Volume of Sermons.*

Such is the title of a volume recently issued from the press of Sheldon, Blakeman & Co., New York.

It contains twenty-five sermons, by as many pastors of churches of different denominations in New York and Brooklyn.

The sermons were not selected as specimens of pulpit eloquence or theological learning, but for the purpose of making a "MEMORIAL VOLUME of this work of God."

The volume with all this variety of authorship and talent, is worthy of a study as a whole: first, for the simple, direct, and in some instances, pungent earnestness of the discourses, as if the preachers were moved by one impulse to go home to the hearts and

consciences of the hearers: second, for the great similarity of themes, as if all were called to meet one common inquiry—one general necessity—a similar state of mind in the whole community: third, for the unanimity of views, and of the exhibition of theological truth, by men of so many creeds and confessions, as if all were moved by one spirit so to preach the truth, as to save lost men.

How soon do the "watchmen see eye to eye, when God's Spirit illumines both preachers and hearers. It is indeed a "memorial" of a work, which we hail as the dawn of a new era in the church, when the word of God pure and simple shall be the creed of the church, and differing sects shall become one in the Eternal Word, "as He and the Father are one."

#### WHO WILL HELP?

Many of our readers, doubtless, have been in the habit of saving religious periodicals, newspapers, pamphlets, &c., until they have accumulated on their hands, and would be glad to be relieved of them, if they knew that they could be put to good use. We take pleasure in opening up to them a channel through which all such matter may be used to good advantage. Rev. Charles J. Jones, pastor of the Mariner's Church, corner of Madison and Catherine Streets, New York, will be glad to receive any quantity of good reading matter, which he puts up in bundles to send to sea. In this way, that which is now only as useless lumber, may be made the means of relieving the tedium of a voyage at sea, and perhaps point some sin-sick soul to the Lord Jesus Christ. Many seamen will read periodicals and papers, who would refuse a tract. Barrels, bundles, and boxes of papers, books, &c., may be sent by express, or



if in the city, will be sent for.

Please address

REV. CHARLES J. JONES,  
89 Madison Street, New York.

### TO CORRESPONDENTS.

We have numerous favors on hand from our many friends, waiting for insertion in the Magazine. The Annual Report has compelled us to defer them to subsequent numbers. They shall be admitted as soon as possible.

We had hoped to notice several anniversary occasions which had taken place during the past two months: of the Boston S. F. Society; the Pennsylvania S. F. Society; the Marine Temperance Society; the Mariner's Family Industrial Society; the Society for the Care of Indigent Children of Seamen, &c., &c. We are compelled by want of space to forego them. with the single remark, that these anniversaries appear as a whole to have been marked with uncommon interest, and promise of increased efficiency in the good work, which they are in various ways laboring to promote.

A SCENE IN THE LIVERPOOL POLICE COURT.—On the 11th inst., James Smith, second mate of the American ship, New York, and William Denny, carpenter of the same vessel, were arraigned before the Liverpool Police Court, charged with assaulting William Kinlay, a seaman on board the ship. In answer to the explanations of Smith, the presiding Justice addressed him in the following plain and decided language:—

"You are a great coward and scoundrel. The Americans are disgracing their country by their cruelty to the crews of their ships, and if they don't find correctives on the other side, they shall on this. The penalty we are about to inflict, is less than the enormity of the crime. Men like you, of respectability, who are no doubt taught a great deal better, conduct yourselves towards this poor man, whom you consider your inferior, in the most brutal way—kicking him in the ribs, hitting him in the face, and knocking him about as if he were an old shoe or an old hat. Such conduct is not to be tolerated here, and you must each pay a fine of £5, or go to prison for two months."

## NAVAL JOURNAL.

### DISASTERS FOR MAY.

We copy from *N. Y. Courier* their list of disasters for the month.

Vessels marked *m* are missing, supposed lost; those marked *a* are abandoned at sea, those marked *s. c.* sunk after collision, and those marked *b.* burned.

#### STEAMER.

Grapeshot, fr. Galveston to Trinity River, *b.* Loss \$40,000.

#### SHIPS.

Clarendon, fr. Sagua, to New York. 100,000.

Ostervald, fr. New Orleans to Liverpool, *b.* 155,000.

Speed, Br. fr. Mobile to Quebec, 20,000.

Zenobia, fr. Sitka to San Francisco. 15,000.

Cortes, Whaler, of New Bedford, *b.* 20,000.

#### BARKS.

Amelia, Br., fr. Savannah to Cork, *m* 300,000.

Gov. Hubbard, fr. Alexandria, E. to Mediterranean, *m.* 20,000.

Hudson, fr. Cienfuegos to New York. 31,000.

Home, Br., fr. Savannah to Queens-town, *a.* 10,000.

Morning Star, fr. Rio Janeiro to New-Orleans, *b.* 12,000.

New World, fr. San Francisco to Goose Bay, 10,000.

Samos, fr. Havana to Sagua. 16,000.

Stranger, Br., fr. New Orleans to Liverpool, *m.* 55,000.

Winslow, Whaler, to Honolulu. 18,000.

Young Hero, Whaler, to N. Bedford, *b.* 27,000.

## BRIGS.

Condor, fr. Machias to Cienfuegos. 6,000.

Lovely, Br., fr. Sunderland to New Haven, *a.* 9,000.

Maury, Br., fr. St. John N.F. to Boston, 12,000.

## SCHOONERS.

A. L. Hardy, fr. Norfolk to Providence, 6,000.

Albion, fr. Wilmington, N. C., to Tar River Land. 4,000.

Cape Fear, fr. Bangor to Boston, *b.* 4,000.

Cambridge, fr. Portland to Philadelphia. 5,000.

D. V. Sessoms, fr. Baltimore to North Carolina. 4,000.

Laconia, fr. Boston to Saco, *b.* 10,000.

Nancy, fr. Frankford to Gloucester, *a.* 4,000.

Oleona, fr. Aux Cayes to Boston. 12,000.

Pearl for Calais. 2,500.

Peedee, fr. Cienfuegos to New York, *s.c.* 32,000.

Roanoke, of and from Newburyport. 2,000.

Sea Breeze, Fisherman, of Rockland, *s.c.* 7,000.

## SLOOPS.

Trade Wind, fr. Philadelphia to Fall River. 1,500.

## STEAM-TUG

Hercules, of New York. 14,000.

## SUMMARY.

Steamers 1,	Loss,	40,000
Ships 5,	"	310,000
Barks 10,	"	229,000
Brigs 3,	"	27,000
Schooners 12,	"	92,500
Sloop 1,	"	1,500
Steam-tug 1,	"	14,000
33		714,000

## DEATHS OF SEAMEN.

John Johnson, of brig Saginaw, from Laguayra, died March 6, of general debility.

Nicholas Brennan, Peter Peterson and Carl Felund died on ship Rebecca, from Rio Janeiro, of yellow fever.

Andrew Christianson, a boy, lost out

of foretop of ship War Hawk from Amsterdam.

Capt. Perry, James Miller, mate, and John Miller, 2d mate of brig Lion, lost with the vessel off Inagua.

Antone Jacinth, drowned in taking a whale off New Zealand. He belonged to the ship Addison.

Martin Pettengill carried away on board ship Norman in Pacific Ocean.

Seventeen men died of yellow fever on U. S. steam frigate Susquehanna, from Aspinwall to New York.

Killed, by the boat being stove, 24th September, 1857, in the Shantar Passage, Cornelius Stevens, 4th mate of the Frances Henrietta.

At sea, lat. 1° 50' N., lon. 1° 38' W., on board bark Phoenix, Bradock Coquin, 2d mate, belonging to Dartmouth, Mass., aged 37 years.

Dec. 6, 1857, on board the ship Benj. Tucker, of consumption, Joseph Joker, a Portuguese seaman. Feb. 10, Levi Wells, formerly third mate of the brig Frances, killed by a whale—was a native of Conn.

Of typhoid fever, on board ship Magnolia, Dec. 31, 1857, Jackson Lounsbury, a seaman. "This young man," writes Captain Cox, "was a native of Southwick, Conn., aged 19 years. He had been with us the whole voyage, and on sailing from Honolulu was in apparent health, and happy in the prospect of soon meeting his mother and friends again; but a mysterious Providence has otherwise ordered it, and now he sleeps at the bottom of the sea, awaiting the summons for the sea to 'give up the dead,' when, we are taught, the ethereal portion will join itself to the purified body, and stand with us before the impartial Judge.

## RECEIPTS

From May 1st to June 1st, 1858.

## MAINE.

Augusta, South Parish Con. Ch.	\$ 45 24
Bloomfield. Un. Meeting, to constitute Rev. A. B. CLARK, L. M.	20 00
Norridgewolk, Individuals to const. Rev. HENRY S. DOWNS, L. M.,	22 50
Portland, Capt. W. Ryan, Skowhegan Cong. Ch., to const. Rev. LEONARD S. HARRIS, L. M.	20 00
Skowhegan, Friends, to const. Rev. B. A. REED, L. M.	20 00
Wells, Second Cong. Ch.,	5 50

## N. HAMPSHIRE.

Bennington, F. M. Whittemore,	1 00
Candia Cong. Ch., (add.)	3 77
Keene Cong. Ch. to const. Dea. STEWART HASTINGS, L. M.	28 86



Meriden, A Friend,	1 00	South Britain, C. L. R. MITCHELL,	
(" May this be the means in God's providence of converting one poor sailor.")		which const. him L. M.,	20 00
Portsmouth, N. Parish S. School,	13 18	Wallingford Cong. Ch.,	22 16
Salem, Rev. W. PAGE, L. M. (in part,)	2 00	West Hartford " "	14 50
		Woodbury, A. W. Mitchell,	37 50
VERMONT.		NEW YORK.	
Georgia Cong. Ch.,	6 51	Binghamton Pres. Ch.,	38 25
MASSACHUSETTS.		Do. Cong. "	5 50
Andover, Estate of B. H. Pun- chard, per F. Coggswell, Esq., Attorney,	28 00	Brooklyn E. Ref. D. Ch., bal. to const. Capt. JAMES R. WAL- DRON L. M.,	10 00
Belchertown Cong. Ch., to const. LYMAN WALKER and JOHN WEB- BER, L. M. (ackn'd last month,		Do. N. E. Cong. Ch., [part,]	26 09
Blandford, Rev. C. J. Hinsdale,	1 00	Buffalo First Pres. Ch., to const Rev. M. L. R. P. THOMPSON,	
Clinton, 1st Cong. Ch., to const. CHARLES H. MORGAN and DA- NIEL W. KILBORN, L. Ms.,	70 00	D. D., L. D.,	87 07
Enfield, Benev. Soc. Cong. Ch.,	80 00	Do. North Pres. Ch. to const. Rev. A. T. CHESTER, D. D., L. D.,	57 74
Hadley Benev. Soc. 1st Cong. Ch.,	8 00	Chester Pres. Ch., balance to const. JEHIEL G. CLARK, L. M.	10 00
Hatfield Cong. Ch., to const. Rev. JOHN M. GREEN, L. D.	50 00	Gravesend Ref. D. Ch.,	27 69
Lancaster Cong. Ch.,	20 25	Jamaica Pres. Ch.	45 80
Lowell, 1st Unit. Ch., (add.)	1 00	New Hackensack, Rev. C. Van Cleaf,	2 00
Marlboro Cong. Ch.,	30 00	New Utrecht Ref. D. Ch.	21 57
Monson Meth. Epis. Ch.,	3 00	New York City—A Friend,	1 00
New Bedford, Rev. M. How,	1 00	Do. A sailor boy's restitution for a stolen article,	1 00
North Amherst Cong. Ch., to const. Deacon AUSTIN LOOMIS, L. M.,	22 18	Do. Capt. R. Gelston,	25 00
Northampton Male Benev. Soc. Edwards' Ch.	46 50	Do. Sundry Individuals,	32 00
Northampton Fem. Sea. Fr. Soc. First Ch.	28 00	Owego, Citizens, to const., F. L. JONES, Esq., L. M.,	30 50
North Dighton, Miss MARY IDE, which constitutes her a L. M.,	20 00	Trumansville, Citizens,	10 50
North Hadley Cong. Ch.,	15 50	Waterloo Pres. Ch., to const. Miss CELIA E. WRIGHT, L. M.	20 43
Oakham, " "	5 00	NEW JERSEY.	
Pepperell, " "	7 00	Chester, Rev. L. I. Stoutenbergh for Life Boat,	3 00
Philipston, " "	9 60	Lambertsville Pres. Ch.,	11 71
Do. A friend,	10 00	Newark 1st Pres. Ch.,	82 05
Southampton Cong. Ch.	13 25	Do. 3d. " " to const. Rev. E. R. CRAVEN, JOHN CHANDLER, FREDERICK S. THO- MAS, JOHN R. DAVIDSON, WIL- LIAM B. GUILD and JACOB D. VERMILYE, L. M.,	125 07
Sunderland, " "	21 72	Do. Mrs. J. A. Halsey,	1 00
CONNECTICUT.		South Orange Pres. Ch.,	27 50
Center Brook Cong. Ch., S. S.,	16 00	Do. " " S. S.	14 62
Chester, " "	30 00	Springfield, " " "	18 72
Colchester, " "	27 00	PENNSYLVANIA.	
Danbury Second Bap. Ch.,	17 00	Amwell 1st Pres. Ch., to const. Mrs. MARY KIRKPATRICK of Rin- goes, N. J., L. M.	22 59
Deep River Cong. Ch.,	6 75	Chester, John Crozier,	10 00
Greenwich 1st " " to const. Mrs. FRANCES J. FERRIS, L. M. [previously acknowledged,]		Montrose Pres. Ch., to const. Rev. HENRY A. RILEY, L. M.	33 75
Killingly, J. D. Bigelow, to const. Mrs. EMILY BIGELOW, L. M.,	20 00	Do. Bapt. Ch.	7 06
Norwich, late Jabez Hunting- ton, to const. Miss SARAH H. HOOKER and Miss SARAH L. HUNTINGTON, L. Ms.,	50 00	Norristown, J. Knox, Esq.,	2 50
Old Saybrook Cong. Ch., to const. Rev. S. McCALL, L. M.,	31 36	Citizens of Wilkesbarre,	32 00
Plymouth, Edw'd Suydam, Esq.,	5 00	Scranton, Q. C. Platt,	2 00
		Do. Geo. W. Scranton,	2 50

## MARYLAND.

Baltimore, Rev. G. F. Adams,	5 00
Do. sundry subscriptions,	236 47

## DELAWARE.

Newcastle Presb. Ch.	18 55
Summit Bridge, John Cazier,	5 00

## ALABAMA.

Eutaw Prot. Epis. Ch., to const.	
Rev. C. A. DERBY, L. M.,	20 00
Do. Pres. Ch., to const. Rev. JOHN	
R. BOWMAN, L. D., WILLIAM B.	
WEBB, Esq., ISAAC OLIVER,	
Esq., ISAAC HOPE, Esq., E. R.	
STEELE, Miss CARRIE BELL	
WEBB, Mrs. E. W. HEATH, and	
Mrs. JULIA A. POLLARD, L. Ms.,	190 00
Do. Sundry Individuals,	23 00
Marion, Ala., Bapt. Ch., to const.	
Rev. W. H. MCINTOSH, L. D.,	50 00
Do. Presb. Ch., to const. Rev.	
HENRY E. RAYMOND, L. D., and	
Mrs. ELIZABETH RAYMOND, L. M.	70 00
Do. Missionary Soc. and Judson	
Institute, to const. Prof. S. S.	
SHERMAN and WM. N. WYATT,	
L. Ms.,	40 00
Do. Meth. Epis. Ch., to const.	
Rev. T. W. DORMAN, L. M.,	22 00
Do. Fairview Ch., to const. D. D.	
SANDERSON, L. M.,	20 00

## TEXAS.

Houston, Presb. Ch., to const.	
Rev. JAMES E. FERGUSON, AN-	
DREW J. BURKE, Esq., H. D.	
TAYLOR, Esq., THOMAS W.	
HOUSE, Esq., Mrs. S. E. BYRES,	
L. M., and Rev. R. H. BYRES,	
L. D.,	200 00

## MINNESOTA.

East Prairieville,--A Friend, to	
const. H. G. CARTER, L. M., [in	
part.]	10 00

\$2,537 06

[The following individuals were made Life Directors and Members by the collections reported from Mobile, and published in June No.]

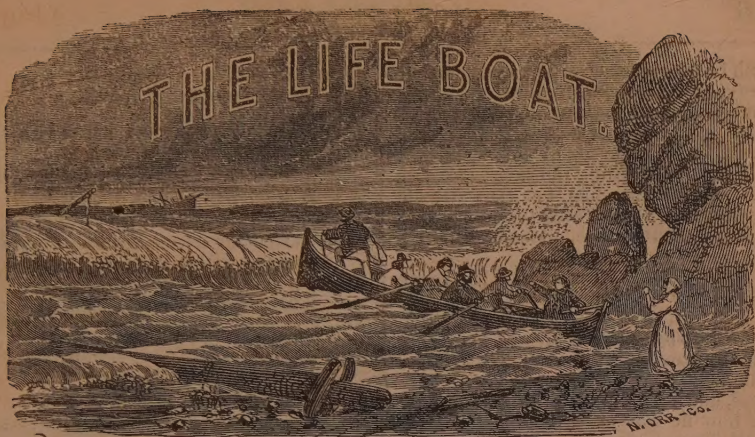
Rev. HENRY MANDERVILLE, D. D.,	
by 1st Pres. Ch., L. D.,	50 00
Rev. WM. MEIKLE, by 3d Presb.	
Ch., L. M.,	20 00
Rev. JAMES MCLEANE, by 4th	
Pres. Ch., L. M.,	20 00
Rev. BENJ. B. LEACOCK, by	
Christ's Church, L. D.,	50 00
Rev. ALLEN S. ANDREWS, 2nd	
Meth. Epis. Ch., L. M.,	20 00
WILLIAM STEWART, Esq. self, L. M.	20 00
J. A. M. BATTLE, Esq. " "	20 00
CHAS. W. GASCOIGNE, Esq. " "	20 00
HENRY L. REYNOLDS, Esq. " "	20 00

Rev. MARK S. ANDREWS, by 1st	
Meth. Epis. Ch.,	20 00
Sundry Individuals,	965 70

*Receipts into the Treasury of the Pennsylvania S. F. Society, April and May 1858. Rev. George Hughes, Dist. Sec'y.*

Cedarville, N. J., Pres. Ch., to	
const. Rev. S. F. DIVER, L. M.,	16 00
Do. Brick Pres. Ch., [add. by	
Rev. S. F. Diver,]	1 00
Cape May, Ct. House, Meth. Ep.	
Ch.	3 50
Do. Tabernacle Meth. Ep. Ch.	3 50
Smithville Meth. Ep. Ch., [add.]	1 00
Port Elizabeth, " " "	1 45
Germantown, Pa. Bapt. Ch., [add]	
proceeds of Gold Rings,	1 00
Chester Pa., Pres. Ch.	10 00
Philadelphia Spruce St. Ch., S. S.	1 75
Do. Mariner's Ch., by Rev. J. B.	
Ripley, to const. GEORGE LAN-	
CASTER, L. M.,	20 00
Do. North Baptist Ch ,	37 50
Do. First " "	79 00
Elkton, Md., Pres. Ch., to const.	
Rev. J. McKEIN DUNCAN, L. M.	
[in part,]	19 00
Do. Meth. Epis. Ch., to const.	
Rev. HENRY F. HURN, L. M.,	19 70
Dover, Del., Meth. Epis. Ch., to	
const. Rev. W. C. ROBINSON,	
L. M., [in part,]	18 50
Do. Pres. Church,	4 00
Delaware City, Meth. Ep. Ch. [add]	4 00
N. and Southampton, Pa., Ref.	
Dutch Ch., to const. Rev. A. O.	
HALEY, L. M.,	21 25
Philadelphia 2nd Pres. Ch., to	
const. Rev. CHAS. W. SHIELDS,	
L. M.,	43 16
Do. Nazareth Meth. Epis. Ch.,	
to const. Rev. NEWTON HES-	
TON, L. M.,	46 89
Do. Green St. Meth. Epis. Ch.,	20 00
Do. 3rd Ref. Dutch Ch., includ-	
ing \$20 in brushes, &c., for	
use at Sailor's Home,	93 50
Do. THOMAS WATSON, Esq., [ba-	
lance,] to const. self, L. D.,	40 00
Do. GEORGE H. STUART, Esq. " "	25 00
Do. JOHN C. FARR, Esq., L. M.	20 00
Do. Samuel H. Perkins,	10 00
Do. Wm. R. Lejee,	10 00
Do. John M. Harpsr,	10 00
Do. Dullis and Cope,	10 00
Do. Mrs. J. Heyl,	5 00
Do. Arthur G. Coffin,	5 00
Do. Misses H. A. & M. Cunningham,	2 00
Do. Joseph Cabot,	5 00
York, Pa., R. A. Morris,	10 00

\$ 617 70



July, 1858. Published by the Amer. Seamen's Friend Society. No. 7.

### WORK OF A SEAMEN'S CHAPLAIN.

"What do your foreign chaplains do?" we are sometimes asked.

Answer.—*Every thing* which Christian benevolence calls for in behalf of the sailor; every thing which goes to render them the seamen's *friends*. The following affecting narrative by Rev. J. C. Beecher, at Hong Kong, will serve, in part, to illustrate this reply.

Your son, or brother, or father, dear reader, may one day need such kindness from a sailor's chaplain as this. Will you aid in sustaining these self-denying laborers in a work so blessed?

I have had some pleasing reflections concerning the happy death of a poor fellow whom I found in one of the sailor boarding houses ashore, and took on board my residence, that he might at least have a decent place to die in. A fouler hole than that from which I took him, can scarcely be imagined. There were no less than fourteen man-o'-war's men lying about the floor dead drunk, while half a dozen more were singing, and shouting, and swearing. The whole air was reeking with the fumes of stale tobacco and bad rum. I was sorry for the blaspheming company—more sorry even than for those who in drugged sleep, were at least for the time being, incapable of oaths. My ears were stunned, my eyes blinded, my stomach sick, my heart sad and sore. And yet in this den of iniquity lay a human being dying of consumption. Into his shattered lungs poured this steaming pestilential air. Into his dying ears poured this even more pestilential flood of fil-

thy and profane babbling. He feared to die, and well he might, for he could not bear to think of a place of punishment worse than that in which he was. And as his hollow cough rung out now and then above all the confusion and noise, it sounded like a death knell pealing over the lost souls of the whole company.

Such then was the place where I found this young man. And as I came to his bedside, and told him I was a minister of the gospel, he turned his face to the wall, and burst into tears. "O," said he, "its too late now—too late now. I've only a day or two to live—and what is that to a whole life of sin. The time is past. I must go—go—go." And his voice broke into sobs so overpowering that I feared for his life.

I could not pray there—it seemed a mockery to pray there, and speak of peace. My heart was so full of sadness and agony even, that prayer was denied me. Said I, "My poor fellow, you are dying, it is true, and I can't save you, but you shall at least have a decent place to die in;" and by the kind assistance of a friend who lives with me, we had him ere long on board my Bethel, in a pleasant room, still and quiet, with pure air breathing all about him, and pure water rippling by his open windows. It seemed as though his heart would overflow with tears of gratitude. "O," said he, "it's joy enough to die here."

But the best of all is yet to come. He revived at once; and though it was evident that his time was short, yet it pleased God to relieve him from pain. For two or three days I read much, and prayed much with him, but could not prevail upon him to pray. One night, however, to my surprise, I heard him through the



thin bulkhead which separates our rooms, *praying* with such earnestness and power, that it seemed as though God were present in the room with him. I went to sleep, and awoke about midnight, and still was he wrestling in prayer. I would not break in upon him, but earnestly did I pray for him—and even to the morning light, without repose, without cessation did his prayers pour forth.

After breakfast I went into his room, and oh how changed was that sunken face of his! Sunken it was as ever, but so lighted up by smiles of joy and hope, that I could scarcely believe my eyes! Tears rolled down his cheeks, as he clasped my hand, and in broken words tried to tell me how he was praying, and “*saw the Lord Jesus*, not with my eyes,” said he, “for they were shut, and I was afraid to open them, but *here—in here!*” laying his hand upon his breast. Long we prayed together—his excitement passed away, and in its place came such gentle, trusting, peaceful resignation, that I gained a lesson I shall never forget.

Gradually he sank day by day—painless—fearless—even joyful. His two days of life were lengthened to three weeks. And ten minutes before he died, lying in my arms, he looked up, and said in broken words, “O, Mr. B., God bless you—God bless you.” Said I, “my poor fellow, you have probably only a few minutes to live. Does that hope stand by you still? Is *Jesus* your hope and your salvation?” “Yes, yes,” said he, and closed his eyes as if in sleep. I laid his head upon the pillow, and thinking that he would doze a little, as he had before done, I stepped into the next room for a few moment’s rest, then my boy called me, and when I ran in he was just drawing his last breath. No struggle—no pain. His spirit had left as peacefully, as though there were no bands to break in its separation from the body

### LINES

*Suggested by hearing a young man—a stranger in our streets—sob and cry for joy, at having found “a quiet room to die in!”*

Oh brave free-hearted gentlemen  
Now living in Hongkong,  
Can you not build a pleasant “Home”  
For the suffering and the wrong?

Oh blessed powers of Mercy!  
What a joyful sight ’twould be  
To see this sign along some street,  
“A Home that will be free,

To those who cannot get the means  
A large amount to pay

For that, which every human thing  
Has need of every day!”

Ye pour your wealth out, here and there,  
As freely as the sun,  
Gives down its rays from God’s bright  
throne,  
When the day’s race has begun.

There are many here who have no creed,  
And yet will quickly fly  
To help a wretched fellow-man,  
Whom good fortune has passed by.

But for every high and noble deed  
Ye shall surely have reward,  
Whispered the lowly Saviour,  
And we all believe His word.

Then let us have *one* Temperance House,  
A quiet pleasant place,  
Where gentle smiles, and pitying eyes  
May soothe a tired face.

Where those who do not wish for wine  
Nor that more ruinous still,  
May strive—and never strive *in vain*,—  
To walk up Virtue’s hill.

God bless the sailor from the sea,  
The merchant on the land,—  
Oh let us help each other  
With a never wearying hand.

God bless the beggar in his hut,  
The Queen upon her throne,—  
God bless the man with many friends,  
And him who stands alone.

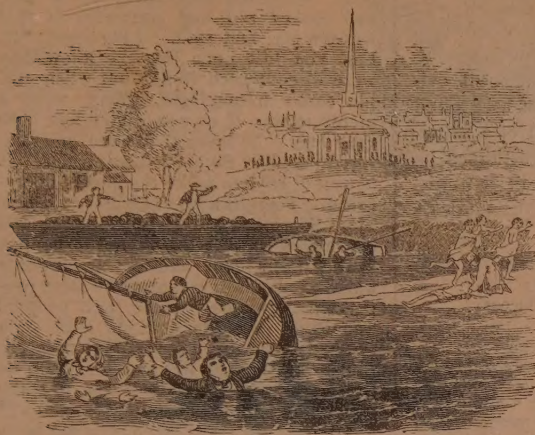
MRS. ANNIE C. BEECHER

(*From Hong Kong Magazine.*)

### PRAY WITHOUT CEASING.

Some years since a sailor who was passing a house of worship heard the above words as he stopped at the door to look in upon the assembled worshippers. After seven years spent at sea, while he was walking the deck of his ship upon a beautiful evening the words, “pray without ceasing,” came upon him with overwhelming power. “What a wretch am I,” thought he “to live without ever calling upon God except in profanity.” The neglected Bible which his mother had given to him twenty years before, he began now to read with prayer, and ere long became a Christian. H.

On one occasion, at a rehearsal, Weber said to the performers: “I am very sorry you take so much trouble.” “Not at all,” was the reply. “Yes,” he added, “but I say yes—dat is, for why you take de trouble to sing so many notes dat are not in de book.”



## SABBATH BREAKING.

Every summer witnesses numerous deaths from drowning, in connection with excursions for pleasure on the Sabbath. Three instances of this kind have come to our notice in a single week.

One was on the Upper Mississippi. Two men and five ladies, were proceeding in a small boat from Lake City to Maiden Rock, when a squall capsized their craft, consigning to a watery grave four of the ladies.

Another was near New Orleans. Three young gentlemen went out fishing on the lake on Sunday morning, and while the boat was at anchor, a gale came up and swamped her. All three of the young men were drowned.

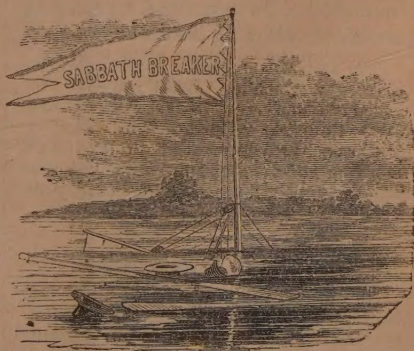
The third, was in the East River, New York. About 3 o'clock on Sabbath, P.M. five men embarked in a sail-boat from Green Point for an excursion on the river. An hour after, while returning home, the boat was struck with a squall, and upset, and three of the five men perished. They were not more than 200 feet from the shore at the time of the accident.

It is the testimony of many who have observed the facts on this subject, that such violations of the Sabbath are peculiarly fatal; the proportion of disasters being much greater than on other days.

A pastor who resided on the banks of the Connecticut, was accustomed for many years, to keep a memorandum of casualties occurring upon that river, and he found that a large majority of the whole took place upon the Lord's day. However men may scoff at the supposed sanctity of the day, and talk of it as an old Jewish institution not now binding, there is still something in the course of Providence, which shows us that it is not,

after all, a thing to be trifled with.

It is a sad thing to die as the Sabbath breaker dies. Nature, in its summer beauty, calls to the worship of Him who fills it with his presence,—the church going bell summons to the sanctuary,—but he has no heart for such a service. With companions as thoughtless as himself, he hastes away to his "pleasure excursion," and spends the day in folly and sin. Alas, he has not got away from God, because he forgets him. In a moment the *breath* of the Almighty touches his craft, and he sinks to appear on earth no more,—sinks in the very act of his transgression, to give account before Him who has commanded, "REMEMBER THE SABBATH DAY, TO KEEP IT HOLY."





### THE BIBLE AND THE PORTRAIT.

At the late Anniversary of the Am. S. F. Society, Rev. Mr. Hanks, of Massachusetts, exhibited a Bible and portrait, evidently of a mother, which had been found washed ashore, in the chest of a sailor. It was a small pocket Bible with tuck, on the blank leaf of which were these words, placed there, doubtless, by the mother's hand.

"A parent's blessing on her son  
Goes with this holy thing;  
The love that would retain the one  
Must to the other cling.  
Remember, 'tis no common toy—  
A mother's gift,—remember boy."

The portrait was that of a sad sweet face, apparently about forty years of age. Both it and the Bible had been somewhat injured by the salt water. Between the leaves of the latter was a beautiful mark, having wrought upon it in large letters, the word "LOVE."

The Bible, and a mother's love, are anchors which keep many a one from drifting away on the tide of ruin. He is safe who clings to them. And even if lost in the stormy sea, it is a precious memento which remains: if saved from the waves, even his chest shall show that these were cherished with undying affection in the sailor's heart.

### A GOOD PASSENGER.

"With Christ in the vessel,  
I smile at the storm."

At the business men's prayer meeting in this city a few days since, a gentleman related the following incident:

"A ship was recently spoken and the inquiry was made, 'What have you on board?' The reply was, 'The LORD JESUS CHRIST! All hands are converted. We have a prayer meeting in the cabin morning and evening, and hope you will join us in a similar service on board your vessel.'"

### TEACHING OF A WOODEN LEG.

An old sea captain, who had but one leg, and had lost the other, (he had another, but it was a wooden leg, and didn't grow there,) used to say that he could tell by that one leg what other people's dispositions were when they came to see

him. When anybody came up to him, and looked sad and sorrowful at that wooden leg, and said, "I am sorry, Sir, that you lost your leg," he knew they were discontented folks; but when people came in and said, "Why, what a mercy it was that you didn't lose both your legs!" he knew they were good-natured people. So his leg was a test. It is well always to make the best of everything. There is a great difference in people. Some are always grumbling, and are never happy; things never happen as they want them; and they are not only unhappy themselves, but make other people unhappy also. Avoid such people! The Bible says, Be content with such things as ye have. Be content with the things that happen to you; for if you do not learn when you are young to make yourselves happy and contented, you will not be apt to learn when you get to be old.

H. W. BEECHER.

### "TRANSACTION WITH THE CHILDREN."

The following letter from an esteemed pastor explains itself. We thank our brother for his counsel, and intend to follow it.—Ed.

— Ct. May 27, 1858.

Bro. Warren: I enclose \$30 for your Society as the result of our collection. For this sum you are greatly indebted to the *children*. The parents all felt poor, but the children thought and *knew* that something could be done, and went to work accordingly. You will please send us some 70 or 75 copies of the Life Boat, beginning with the May No.

Where congregations feel poor and cross, *just transact with the children*, and all will be well.

Yours,

### A ROYAL MIDSHIPMAN.

The second son of Queen Victoria, Prince Alfred, has been appointed midshipman in the *Eurylaus*, a 51 screw frigate, now getting ready for a three years' cruise.

### TERMS OF THE LIFE-BOAT.

To every child who collects for the cause, gratuitous.

To Sab. Schools and congregations, \$6 00 per hundred for the year.

POSTAGE.—When fifty copies or more are ordered to one address the postage will be *pre-paid by the Society*. If less than 50 are ordered they can be sent only every other month, or the postage must be paid by those receiving them.

If taken at the office, the price will be \$5 00 per hundred per annum.